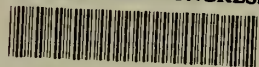


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ALASKA-YUKON-PACIFIC
EXPOSITION



ALASKA - YUKON - PACIFIC EXPOSITION 1909

An
International
Fair



JUNE 1
to
OCTOBER 15



S E A T T L E
W A S H I N G T O N

Showing the Products, Re-
sources, Advantages, and
Scenic Beauty of the
Alaska - Yukon
Country.



MAY 25th

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PREFACE

ALTHOUGH the Alaska-Yukon-Pacific Exposition, to be held in Seattle in 1909, from June 1 to October 15, is to exploit the wonderful North Country, the affair has assumed international proportions and importance and is taking its place in the long list of World's Fairs, most of which have reflected credit on their management and made their respective localities famous.

In this publication, it is our intention, with the finest illustrations that money can buy and made from actual

photographs of the scenes we wish to depict, to give those who have not been so fortunate as to have the opportunity of visiting Alaska, to see what we have there. We hope it will give them such a desire to see more of the Land of the Midnight Sun that it will only be satisfied by a visit to this wonderful, but little known region, from which is rolling an endless stream of wealth in the way of precious metals, fish, furs, timber and numerous other products.

Introductory Note

IN presenting this folder to the public, we wish to state that we have eliminated everything of sensational character. The statistics given are official, or, at least, reliable, and all general information offered has been furnished by persons long resident in or thoroughly familiar with the several districts represented.

Particular attention is invited to the map attached. It is as nearly correct in detail as it can be made. The courses of rivers and streams, location of mountain ranges and configuration of coast line are all in accordance with the latest surveys. It also indicates the routes followed by ocean and river steamers and shows the location of all cities, towns and districts of importance.

ALASKA

A SHORT SKETCH OF ITS ACQUISITION, AREA AND RESOURCES

ALASKA contains 590,844 square miles of territory, or roughly calculated, an area equal to about one-fifth of all the other mainland possessions of the United States.

Texas contains	265,780 square miles
California contains	158,360 square miles
Oregon contains	96,030 square miles
Washington contains	69,180 square miles
Total,	<hr/> 589,350 square miles

Alaska therefore has an area equal to these four great states, with a trifling surplus about equal to the State of Rhode Island.

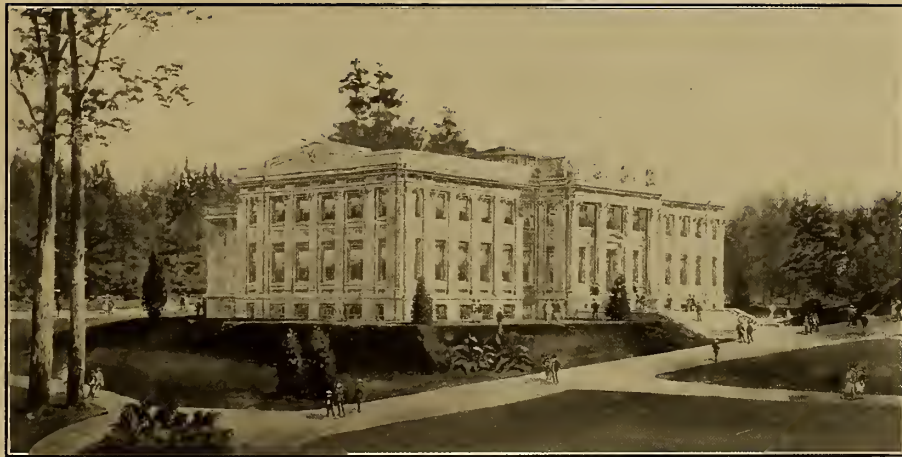
Her coast line is about 26,000 miles long, or greater

than the circumference of the earth at the equator.

With the year ending 1903, Alaska has enriched the nation with \$52,000,000.00 worth of furs, \$50,000,000.00 worth of salmon, and from 1885 to 1906 inclusive, had produced \$99,650,000.00 in gold.

For all this vast territory and its wealth the United States paid Russia, \$7,200,000.00 in 1867. At that early date the interior of the country was practically an unexplored wilderness—although the Russian church had established a few missions at short distances up the Yukon and Kuskokwim rivers—and was generally supposed to be an Arctic waste, unproductive, ice-bound and in every way unfit for human occupation.

From the day of the purchase until 1883 that part of Alaska with which this book deals—the valleys of the Yukon River and its tributaries—was not at all in the public eye, but during that year the first gold from the Yukon valley was brought to Juneau by some adventurous miners who had accomplished the passage of the difficult intervening mountain ranges and met success in their prospecting at Stewart River, on Canadian soil. In 1884 the rush began and continued during succeeding years. Strikes were made at Forty Mile '87, Circle '92, Eagle '95, and Rampart '95 and in 1896 came the historical bonanza on the Klondyke. In 1898 the Nome district was discovered, and in 1902-3 the now famous Fairbanks diggings were opened. Alaska produced \$19,000,000.00 in gold during 1906 and geologists assure us that there are many great mineral deposits still undisturbed by the prospector's pick. Vast deposits of copper and coal exist at the headwaters of the Tanana and elsewhere, and their development has now begun. Tin is found on the Northern coast of Seward Peninsula and the quantity and quality of this deposit has been reported upon favorably.



PALACE OF FINE ART

The latest census of Alaska was taken in 1900. The population at that time was 63,592, of whom 30,507 were whites, 29,536 natives, and the rest negroes and Asiatics. There has been a considerable increase during the past seven years, and the white population is probably over 40,000 now.

The fur production of the territory is not as great now as in former years, for mining has diverted the attention of many trappers from this pursuit, and the increasing population is driving the fur-bearing animals into the remoter mountains and forests.

The salmon canning industry has reached the enormous annual volume of 2,250,000 cases which, including salted and cured salmon is valued at nearly \$10,000,000.00.

Cod fishing will some day find a place among the important industries of the territory, for vast banks, estimated at 125,000 square miles, lie adjacent to the coast. This is almost a virgin field.

CLIMATE OF THE YUKON VALLEY.

PASSING through the Coast Range Mountains that form the iron-bound coast, the dry, bracing climate prevailing in Montana, Colorado and Idaho is encountered. The precipitation in the great valleys of the Yukon and Tanna rivers during the months of July, August, September and October will be found to be confined to occasional showers in the earliest part of the season, with almost constant sunshine during the middle portion, and occasional snow squalls as a reminder of the coming winter in the latter part of September and through the month of October."

This terse report is variously elaborated by different authorities, some going so far as to attempt to prove by statistics that Alaska is favored with more days sun-

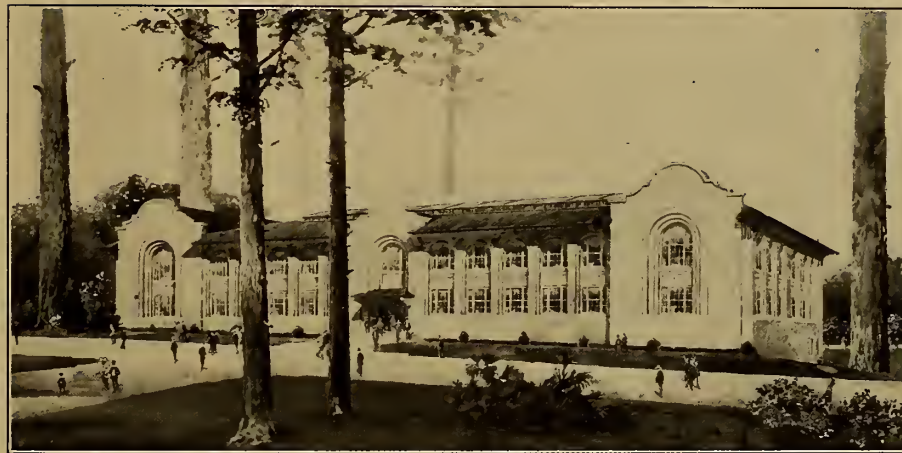
shine than the Puget Sound country. While we do not affirm this statement, it is undoubted that this is a land of glorious summers; wild flowers and berries abound, vegetation is luxuriant and countless rivers and streams, fed by the melting of the winter's snows, contribute to the beauty of the country. During most of the summer season daylight lasts for the entire twenty-four hours, and for this and other favorable reasons all growing things mature in an incredibly short time. In many places the grass grows breast-high, and crisp, succulent vegetables may be produced anywhere if time is taken to raise them.

Winter, though longer, compares favorably with the corresponding season in Minnesota and the Dakotas. The cold is sometimes intense—on rare occasions reaching 70° F. below zero—but ordinarily from zero to 30° below is about the range of the thermometer during winter. Then, too, blizzards are of rare occurrence and the snow-fall is light.

DAWSON, YUKON TERRITORY, CANADA

SITUATED on the Yukon eighty-eight miles from the boundary line between Alaska and Canada. Population of the district, estimated, 6,000. Westerly terminus of White Pass and Yukon Route.

Dawson was founded in 1896 as a result of the Klondyke rush. The annual gold-production of this vicinity has averaged \$12,000,000.00 and the city has developed into an important commercial center, equipped with all modern conveniences and comforts, including telephone, electric light, water-works, fine hotels, public schools, churches, theatres, several daily newspapers and telegraph communication with the world outside. It is also par excellence, the "law-and-order" community of the Far North, for the splendidly organized Northwest Mounted Police rules absolutely, and the disorderly element has no inclination to combat that authority.



MACHINERY HALL

FORTY MILE, YUKON TERRITORY, CANADA

SITUATED on the Yukon, at the confluence of Forty Mile Creek with that stream, fifty-three miles below Dawson.

Gold production of this section season 1906, estimated, \$350,000.00.

This is the pioneer mining camp of the Yukon Valley. Gold was discovered on Bonanza Bar about fifteen miles up Forty Mile Creek, in the summer of 1887. There are about four hundred men at work on streams tributary to this creek, and the output, although not extremely heavy, is steady.

Gold-dredging has been begun on Forty Mile Creek and large deposits of low grade gravel will probably be worked profitably.

EAGLE, ALASKA

SITUATED at the confluence of Mission Creek with the Yukon, forty-nine miles below Forty Mile.

Gold production of section in 1906, estimated, \$80,000.00.

Gold was discovered during the summer of 1896 on American Creek, a tributary of Mission Creek, about three miles from its mouth. While the output of the district is not large, many good prospects have been found.

Eagle is of especial importance as being the site of a U. S. Army post and frontier U. S. Custom House and the terminus of the Valdez-Eagle mail route and telegraph line. It is but fourteen miles from the boundary line.

CIRCLE CITY, ALASKA

SITUATED on the Yukon River, 190 miles below Eagle.

Gold production of district for season 1906, estimated, \$250,000.00.

Gold was discovered on Birch Creek, within eight miles of Circle, as early as 1892. Until the winter of 1896-1897 this was the most populous camp on the Yukon, over one thousand miners being quartered in its vicinity. It was then known as the largest log-cabin town in the world; but Fairbanks has since succeeded to that title.

The Klondyke rush almost depopulated Circle, but its increase in output of gold indicates that many miners have returned and the camp is regaining its old-time prosperity.

FORT YUKON, ALASKA

SITUATED on the Yukon River, eighty-five miles below Circle City. This post was established in 1846 or 1847 by McMurray of the powerful Hudson's Bay Company, probably with the idea that he was settling on the Canadian side of the boundary.

Fort Yukon has never been of importance as a mining center but has long been a great fur-trading post for the Indians from the Porcupine River and is of considerable interest as an example of the hardihood of the Hudson Bay Company's pioneers. Heretoo, the midnight sun can be observed to advantage in mid-summer, this being the most northerly point on the Yukon River and just inside the Arctic Circle.

RAMPART, ALASKA

SITUATED on the Yukon River, 328 miles below Circle City.

Gold production of the district for season 1906, estimated, \$350,000.00; this despite an exceptionally dry season which greatly retarded mining operations.

Gold was first discovered on Minook Creek, about one-half mile below the town, in 1895, by two white men—Jim Langford and Pete Johnson—and a half-breed Rus-



AUDITORIUM

sian named Minook, whose name was afterward given to the creek. No considerable amount of development work was done in the section until the summer of 1897.

This camp is regarded as one of the most even producers in Alaska.

TANANA, ALASKA

SITUATED at the confluence of the Tanana River with the Yukon, eighty miles below Rampart.

This point is not yet of importance as a gold-producer but has long been a meeting-place for the Indians of the surrounding country, who bring their season's furs to trade with the white men.

In 1900, Tanana, gained its first prominence through the establishment there of a U. S. Army post (Fort Gibbon) and, since the discovery of rich gold fields on the upper Tanana and its selection as a transfer point for freight and passengers between the through Yukon River boats and the Tanana River steamers, it has grown in importance.

FAIRBANKS, ALASKA

THIS is the Bonanza Camp of Alaska. The fall of 1902 brought to the outside world the first tidings of gold discoveries in this section.

The numerous exaggerated reports of rich discoveries in Alaska, which have at intervals been circulated, caused the public to be skeptical, but contrary to expectation, the stories proved to be true, and the fourth year of operation, 1906, saw the remarkable output of \$9,000,000.00 from these diggings.

Conditions for mining are the best to be found anywhere in Central Alaska. Timber and water are plentiful and, the climate being milder, the open season is longer than elsewhere.

The remoteness of the camp has favored its success. Situated as it is 300 miles up the Tanana River and 1,200

miles by the regular transportation routes from tide-water, it drew its earlier population from the less attractive camps of Alaska. Vigorous, experienced miners flocked from Nome and the Klondyke, as well as many of the smaller diggings, with the result that operations were immediately commenced on an intelligent basis. Probably ten thousand miners, many of them with their families, are now in this section.

The topography of the country is low hills, well rounded, with broad creek-beds which seem to be gold-bearing throughout their entire width. These creeks all carry good heads of water. Bed-rock is found at depths varying from ten to sixty feet.

It is difficult to estimate the extent of the placers, for new strikes are being reported by prospectors who are continually working further afield. The first diggings were within a radius of twenty-five miles from Fairbanks, but the breadth of the field is constantly growing and reports are coming in from creeks over a hundred miles distant.

The prosperous city of Fairbanks is the metropolis of this great district. It is the headquarters of the Third Judicial District of Alaska and therefore the seat of government for this section of the territory.

The city possesses electric light and water systems, an efficient fire department, good hotels, schools, churches, hospitals, daily newspapers and a telephone system which not only operates locally but serves the principal creeks as well. This feature enables operators to transact business without consuming valuable time in journeying between their claims and the city. There is also a telegraph line to the outside world which is most excellently operated and maintained by the U. S. Government.

The Tanana Mines Railway connecting Fairbanks City with the town of Chena and the principal mining claims of the district is an important factor in local transporta-



ADMINISTRATION BUILDING

tion, for all classes of supplies, even to the heaviest mining machinery may be moved over its line at a minimum expenditure of time and effort at all seasons.

Fairbanks winter communication with the outside world depends, principally, upon the excellent stage service conducted from Valdez by the E. S. Orr Co. This route is 373 miles long, but frequent road-houses furnish excellent meals and sleeping accommodations so that the trip may be made comfortably. The service is semi-weekly and all stages carry U. S. mail and handle a limited amount of express matter.

NULATO, ALASKA

SITUATED on the Yukon River, 291 miles below Tanana.

The station was founded in 1838 by one Malakoff, a half-breed Russian in the employ of the Russian-American Company, and has the bloodiest history of any of the Yukon settlements. It was repeatedly destroyed by Indians of the vicinity, who were jealous of the intrusion of the whites. The most notable of these atrocities was the murder of Lieutenant Bernard and two companions from the British warship "Enterprise" in 1851, by Indians from the Koyukuk River.

Bernard was in search of tidings of Sir John Franklin the Arctic explorer. He unfortunately proposed to "send for" a certain influential chief of the Koyukuk tribe. This chief, to whom the remark was reported, considering himself insulted, descended upon Nulato with his warriors and massacred, not only the white men, but many of the Nulato Indians, with whom his tribe had a permanent feud. This atrocity was never avenged.

Nulato is now one of the largest and most prosperous Indian settlements along the river.

A herd of over two hundred reindeer is quartered here.

ST. MICHAEL, ALASKA

SITUATED on St. Michael Island, on the coast of the Bering Sea, about sixty miles north of the mouth of the Yukon river, 1,600 miles from Dawson and 2,846 miles by ocean steamer from San Francisco. This settlement was founded in 1833 by Michael Tebenkoff, an officer of the Russian-American Company. It was originally named Michaelovski Redoubt.

The buildings of the Russians were of spruce logs brought by the sea from the Yukon and Kuskowim rivers, as absolutely no timber grows in the vicinity. The post was well fortified to guard against attack by the Indians. Some of the original post buildings are yet standing and are a part of the N. C. Co. plant.

St. Michael is a U. S. Military Reservation and the several mercantile companies established here operate under permit from the Government. The station is of great importance as the transfer point for passenger and freight traffic destined to points in the Yukon valley, from ocean steamer to river boat.

NOME

THIS district has long since dispelled any feeling of insecurity on the part of mining investors. In 1900 the placer discoveries were confined to a few creeks in the immediate vicinity of Nome City. Now the districts of Topkuk, Solomon, Council and Golovin Bay, 100 miles to eastward, and a chain of diggings extending up the coast and into the Kotzebue Sound country, including the rich Kougarok and Blue Stone districts, and as far as Keewalik (Candle Creek) and the Kowak river, all bring their stories of rich placer diggings and add their quota to the ever-swelling output of that great auriferous district generally designated as Nome. A few sensational discoveries have been made, but, while these demonstrate the richness of the country, the permanency



EMERGENCY HOSPITAL

of the camp depends rather on the hundreds of hard-working, tenacious miners who are quietly accumulating snug little fortunes on the creeks throughout the entire Seward Peninsula. Strong, hardy men readily find employment on these claims. The wages paid are good and generally include board and lodging.

There is a vast accessible territory, as yet undisturbed by the prospector's pick, easily available to such as are able and willing to undergo the hardship of prospectors' trips.

Nome City, situated directly upon the shore of Behring Sea, has a summer population of about 7,000 and in winter 2,500. The municipal government is competent and energetic and the city has complete water and electric light systems. Many stores, with large stocks of merchandise, furnish, at reasonable prices, all the necessities and most of the luxuries of life, while fresh provisions, including meats, may be obtained the year round. There are several well-appointed hotels and a number of places of amusement, also public schools and churches of several denominations. A wireless system to St. Michael, 110 miles distant across Norton Sound, there connecting with the land lines of the Government system, gives Nome efficient telegraph service to the rest of the world.

TOUR THROUGH CENTRAL ALASKA

Features of the Itinerary.

THE newest thing in excursions is a trip from San Francisco and Seattle, via Skagway, to Dawson, thence to St. Michael (with the option of a side trip to Fairbanks), from St. Michael to Nome, and then back to Seattle or San Francisco by ocean steamer. The total distance covered is about 5,650 miles, and the journey may be accomplished in thirty days.

The idea of Central Alaska as an excursion field will strike the tourist as extremely novel—probably never before considered.

The first stage of the journey is from San Francisco, or Seattle, to Skagway.

At Skagway we board the train on the most northerly railroad on the continent—a portion of the system of the White Pass and Yukon Route—and journey thus 112 miles to White Horse, through scenery surpassing in grandeur that of Colorado and Switzerland.

At White Horse, transfer is made to one of the excellent steamers of this same system, and our journey down the mighty Yukon has commenced.

After traversing 460 miles of river and lake, passing through the Five Fingers Rapids and Gorge, we reach Dawson. There the tourist takes a larger lower river steamer and continues the journey down the mighty Yukon.



INSIDE PASSAGE FROM TACOMA TO NOME

FURS OF THE YUKON

SOME of the furs found in Yukon and Alaska are the best in the world, although they are not as numerous as they were a few years ago, as this book says, that many trappers have gone to prospecting and mining, which has driven the fur bearing animals in the far mountains and forests. The Indians did a great deal of trapping, then brought them into camp along the Yukon and traded for provisions. Among the fur bearing animals are found beavers, mink, marten, red, gray, black and silver tip fox, wolf, bear, moose and caribou.



FURS OF YUKON

MINING ON CLEARY CREEK, TANANA

THE Tanana gold district embraces the rivers and creeks tributary to the Tanana river, in the vicinity of Chena and Fairbanks, which are the two chief supply points for the entire Tanana valley. Fairbanks is one of the largest cities in Alaska, and the largest in the interior. It is 1,000 miles from Dawson by steamer. The Tanana Mines railroad operates passenger and freight trains throughout the year between Chena, Fairbanks and Gilmore, the present terminus, a distance of about twenty-six miles. It is expected the railroad will be extended to the Dome at Cleary creek during the summer of 1907, thus permitting all the creeks in the vicinity to be reached at all seasons of the year.



GOLD BRICKS

STARTING ON THE VOYAGE

DURING the summer season all of the Southeastern Alaska liners sail at 9 a. m. As the vessel glides away from Seattle in the direction of Port Townsend, one after one the hundreds of buildings fade away until finally you lose sight of the city and the vessel is steaming over the peaceful waters of Puget Sound.

After the docks fade from view the vessel follows a direct course from Seattle to Port Townsend, the first place of call after leaving Elliott Bay.

As it is situated on a high hill, the passenger has a fine view of Port Townsend from the decks of the ship. This place is a city rapidly increasing in population. It is the county seat of Jefferson county and one of the best places in the state.

Upon leaving Port Townsend the vessel follows a course across the beautiful waters of the straits of Juan de Fuca to Haro Straits. While in that body of water the tourist crosses the boundary line separating the United States and British Columbia. The line is marked by Turn Point lighthouse.

After a journey of several hours, Active Pass is reached. Here is a narrow body of water about two and one-half miles in length. When the tide is changing the waters rush and foam through the pass, throwing spray high against the rocks on the shore line of the islands.

The vessel next threads her way over the glassy waters of the Gulf of Georgia to Cape Mudge, a distance of 102 miles. A short sail through picturesque Discovery Pass finds the vessel at the entrance to Seymour Narrows. There at times the waters rush through at the rate of fifteen knots an hour. The next body of water is Johnstone Strait, and then the vessel finds her way between the islands of Broughton channel.

A Taste of the Sea.

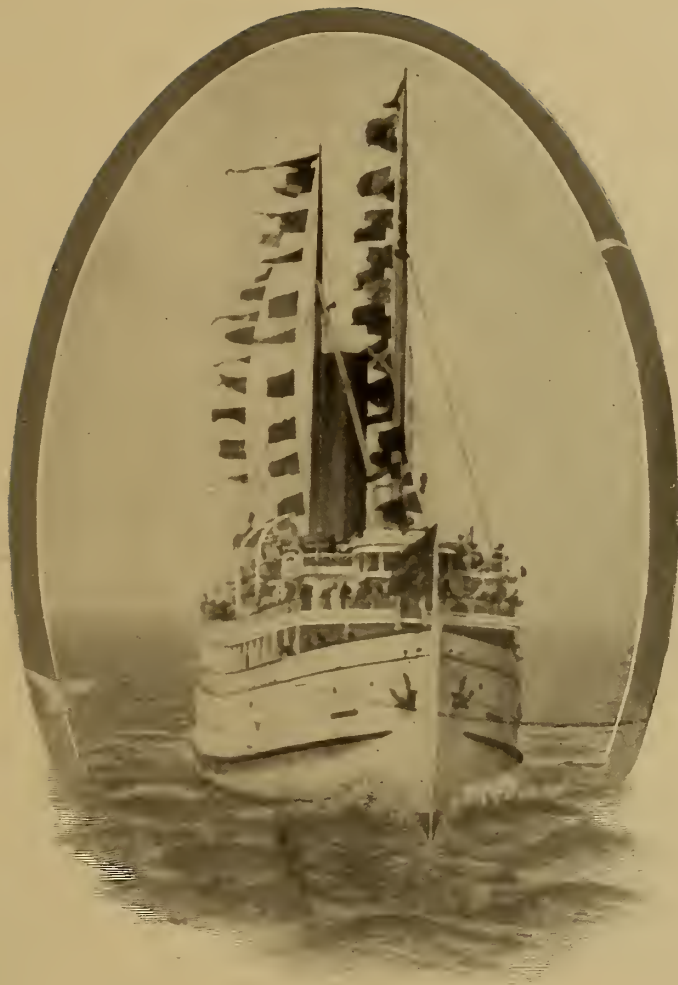
Until the entrance of Broughton channel is reached the vessel follows a course between hundreds of islands which insure absolute safety from storms and rough weather. From the channel the vessel next crosses an arm of the ocean known as Queen Charlotte Sound. The distance across this body of water is thirty-seven miles.

On one side of the vessel will be observed the shore line, while on the opposite side of the deck is the broad expanse of the Pacific ocean. Here the tourist will find just a suggestion of the sea. The vessel rides the swells like a swan and the motion of the boat is not great enough to cause seasickness.

After Queen Charlotte Sound has been crossed, the vessel again picks up her course by the aid of the many familiar landmarks and speeds through Fitzhugh Sound—quiet body of water. From there the vessel next reaches historic Lama passage. Being in British waters, a bit of early Indian history will be interesting to the tourist.

On the part side of the ship, dotting the shore line, will be seen a row of deserted houses. Some distance further up the beach is a new village springing up. It is the old and new Bella Bella settlement. The first place passed was deserted by the Indians during the year 1901. Owing to disease a large number died, and superstition drove those who remained from their old homes. The old Bella Bella was deserted and the new Bella Bella inhabited within 24 hours.

The old Bella Bella village was one of the old Hudson bay trading posts and during the early days many valuable furs were purchased from the natives in exchange for trinkets and firearms. It is related by early settlers that the experienced traders would take a gun and, placing the weapon upright on the ground, would then pile furs to the end of the barrel. The Indian would



JEFFERSON

give the furs in exchange for the weapon, and, it is said, often a trader would secure furs and hides valued at thousands of dollars for several old guns.

INTERESTING INDIAN HISTORY

SOME years ago the Bella Bella Indians were at war with a tribe known as the Bella Coola's. The members of the latter tribe were nearly all exterminated during the tribal wars which followed. The Bella Bella Indians at last moved from one of the larger islands on the British Columbia coast and located on a long stretch of land in the placid waters of Lama passage, where they have since lived by trading, hunting and fishing.

During the voyage to Alaska the tourist will there see the first totem poles along the line of travel. On several points of land in the vicinity of the village will be observed the graveyards containing the bodies of many a dusky brave who fell during the war with hostile tribes.

The members of that particular tribe bury their dead in small houses. The graves can be distinguished from the places of abode by the presence of the totem. In each instance the pole has been erected directly in front of the entrance to the grave and designates to which family the deceased belonged.

Leaving Lama Passage the vessel proceeds through Seaford Channel into Millbank Sound, and from there through Lovers' Lane into Graham's Reach. After passing through McKay Reach, Wright Sound, Greenville Channel and Chatham Sound the vessel leaves British waters and reaches Dixon Entrance. There the boundary line is again crossed and the tourist is in sight of the shore line of Southeastern Alaska.

The course takes the ship past Port Simpson, which can be seen on the starboard side of the vessel. Cape Fox is also passed, which is the most southeastern por-

tion of Alaska. Upon leaving Dixon Entrance the vessel proceeds up Revilla Gigedo Channel into Tongas Narrows and in a very short time the thriving city of Ketchikan comes into view.

Ketchikan is a subport of entry, located on the north side of Tongas Narrows abreast of Pennock Island. It extends one-half mile westward from the mouth of Fish Creek. This city is the distributing point for miners' supplies for that portion of Southeast Alaska and has an assay office. There is a large cannery just east of Ketchikan which is in operation during the open season.

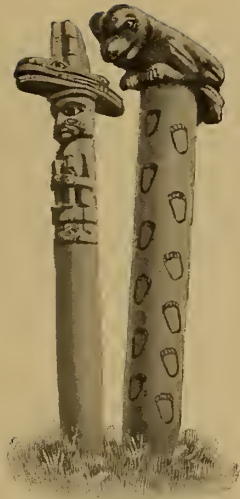
KETCHIKAN A THRIVING CITY

PROBABLY no place in Alaska is enjoying the rapid growth at the present time like Ketchikan. The population is increasing rapidly and the public schools will soon have to be enlarged to accommodate the many pupils. Then there are churches of several denominations. There are also perfect electric light, water and steam heating systems, and, in fact, Ketchikan is one of the most up-to-date places in the north.

Ketchikan is noted for its water supply. The city has run pipes to the falls of the Ketchikan river, which gives the citizens an opportunity to procure water direct from this cold and refreshing stream. It is said to be the best system in Alaska. Ketchikanites need have no fears of disease germs lurking in their drinking water.

No tourist visiting the north should fail to spend some time in this metropolitan city. There he will find several curio shops open for inspection. By walking a short distance from the center of the place he will see the many small shacks containing members of the once famous tribe of Tlingit Indians. Totem poles are numerous and at Ketchikan is located the famous Kyam totem.

Then a jaunt of two miles along the Ketchikan river



ALASKA TOTEM POLES



HAINES AND FT. SEWARD



JUNEAU



to the city's intake is interesting. A walk has been built near the bank of this winding stream, and the tourist wends his way among the timber until the first falls are reached.

Within a radius of twenty miles from Ketchikan are valuable quartz mines. On Prince of Wales and Gravina Islands are good paying properties, and recently several rich strikes have been made. The mines are among the best in Alaska.

Ketchikan is the first American port of entry. The custom house was formerly at Tongas, but was later moved to Mary Island. Four years ago the government recognized the fact that Ketchikan was one of the best places in the north and decided to move the custom house there. Then Ketchikan has a newspaper and the business houses are among the largest in Alaska. All of the merchants carry heavy stocks and are enjoying prosperity.

Leaving Tongas Narrows, the ship glides into Clarence Strait, which is another beautiful body of northern water. The tourist will now see Prince of Wales Island to the left of the ship, and Etolin Island to the right. Prince of Wales Island is about 110 miles long and runs northwest and southwest and is indented with hundreds of bays and inlets.

Passing out of Clarence Strait, the tourist will next observe that the vessel has taken a course leading through Stephen Passage and thence into Wrangel Narrows. Here the government will spend more than \$2,000,000 widening and deepening the channel. The narrows are between Mitkof and Kupreanof Islands. Near the northern end of the narrows is the new town of Petersburg.



VILLAGE OF PETERSBURG

THIS place is now the headquarters for the halibut schooners, and while the vessel glides through the narrows it will be noticed that many small canneries and fishing stations dot the shore line. There fishermen live the year around, sending their catch to the cities on the Sound by the passenger steamships.

Petersburg was founded about five years ago by Peter T. Buschman, of Tacoma. The industrious citizens of the place boast of having the second largest cannery in Alaska, where each season more than 400 persons find employment. Then, one of the largest sawmills in Southeastern Alaska is located at Petersburg.

After leaving Petersburg it is not long before the vessel reaches Frederick Sound, and there the tourist is given an opportunity to behold many mighty glaciers. Huge chunks of ice break from the LeConte glacier and find their way to the sea past Cape Fanshaw.

As the vessel draws closer to Lynn Canal the mountains seem to tower higher than ever and the vast ice fields are almost innumerable. Here it will be seen that the mountain sides are clothed to the snow line with forests of timber and foliage. The valleys contain vast rivers of ice and the high peaks are snow-capped both summer and winter.

In Frederick Sound the vessel passes close to Patterson and Baird glaciers, which keep Stephens Passage full of ice during the winter season.

In Stephens Passage will be seen the famous Sumdum glacier, which feeds to the sea through Endicoot Arm. Leaving the narrow strait the vessel next passes through Holkham Bay, Port Snettisham and Taku harbor, where more canneries are operated. Crossing Taku Inlet, the vessel encounters the ice floes from the Taku



DOLPHIN



MOUNTAIN OF SNOW AND ICE



ALASKA TOTEM POLE

glacier. Entering Gastineau Channel, which separates Douglas Island from the mainland, the ship comes within view of the big stamp mill of Treadwell.

At Treadwell are located the largest quartz mills in the world. There are about 900 stamps in operation day and night. Hundreds of men are employed and the net profits of the owners are said to reach thousands of dollars each day, with millions of tons of ore still in sight.

DOUGLAS AND JUNEAU

A SHORT distance from Treadwell is found Douglas, fast becoming one of the business centers of Alaska. It is the residential portion of Treadwell, and in the near future promises to be one of the largest cities in Alaska.

About a mile from Douglas lies the city of Juneau, which is practically at the head of navigation in Gastineau Channel. Juneau is easily the largest and principal business port of Southeastern Alaska. The place is connected by steam ferry with Douglas, and, having a perfect water system and electric lights, it is a live and up-to-date place.

At Juneau will be seen the old and famous log cabin which was erected more than twenty years ago. It was first used as a home and later as a Presbyterian church. Juneau now has several modern church buildings, besides a schoolhouse and courthouse.

The government cable has finally been completed and now Juneau, like several other important towns in Alaska, is in communication with the outside by telegraph. The citizens receive the news of the world in the two daily papers published by enterprising newspaper men.

The population of Juneau is now said to be more than 3,000. The merchants are enjoying a good trade

from the surrounding mining camps and many carry a stock costing upwards of \$75,000. Juneau being the capital, most of the government officers reside here. Two important mining sections are the Silver Bow and Sheep Creek. Recently a telephone system was installed and during the summer and winter theatrical performances are given in the Juneau opera house.

Tourists will find Juneau and Douglas both interesting places to visit. A trip to Alaska is not complete unless an inspection is made of the famous Treadwell mines.

After the three places named above have been visited, the vessel starts out on a course heading direct for Lynn Canal. Before the end of the journey the government military post at Haines comes into view.

HAINES

A HAINES is a mission and postoffice on the west side of Portage Cove. It is the principal outfitting point for the Porcupine mining district, on a branch of the Chilkat river about forty miles from the town. This district is also reached by a trail along the north side of the river connecting with the old Dalton trail.

SKAGWAY, THE LYNN CANAL CITY

SITUATED in a valley at the mouth of the Skagway river is the city of Skagway. It is one of the largest, yet youngest cities in the north. In the early days the vast army of miners and prospectors headed for Dawson and the Klondike left the vessels there and followed the now famous White Pass trail to Bennett.

The city is the terminus of the White Pass & Yukon railroad, one of the most scenic railways in the world. During the summer months the freight is shipped to



NOME CITY, ALASKA

Skagway and there loaded into the cars and taken to Caribou for shipment to the Atlin district or on to White House to be transferred to the river steamers bound for Dawson.

Skagway is the leading hotel city of Alaska. Among the best hotel buildings in the north are to be found there.

It may be said that Skagway is a city supported by transient trade. All persons coming out from Dawson usually spend several days in the city, and those bound north do likewise. There are many business houses in Skagway and the merchants carry big stocks of goods of all kinds.

A short distance from Skagway are numerous lakes where fishermen have little trouble in catching a basketful of speckled beauties. Many hunters make Skagway their headquarters during the summer months, and few tourists leave the city out of their itinerary.

Skagway has two daily papers, churches, schools, and many fine residences, besides substantial business blocks. The city has been enjoying a steady growth for years and promises to remain among the larger ports of South-eastern Alaska.

Skagway has a perfect water system, is well located, and the streets and buildings are well lighted; has an opera house and in many ways is as modern as the cities of Washington, Oregon and California.

LIVE AND DEAD GLACIERS

TRAVELERS who journey to Alaska will find that the residents have applied the term "live glaciers" to ice-fields discharging into the ocean. Those located on the mountain slopes far above sea level are generally referred to as glaciers of the Alpine type because they so

resemble the glacial-ice of the Alps in Switzerland. Glaciers which formerly discharged into large bodies of water but are now separated by moraines are termed "dead glaciers." Often old navigators will refer to the Davidson glacier as dead, since it is separated from the water's edge by Glacier Point.

By traversing the deep valleys leading from Skagway, Juneau, Haines or Ketchikan, a great many small glaciers can be seen on the adjacent mountains. They are the source of swift rivers which wind in and about the valleys until they finally reach the ocean. Close to Skagway is the great "S" glacier, so called because in appearance it resembles that letter of the alphabet. Uper glacier is an extension of the "S" glacier. These glaciers are not more than ten miles from Skagway and are the source of a river which flows from the narrow and rock-lined valley leading to the summit of the White Pass mountains. Both glaciers, together with other ice fields in a radius of ten to fifteen miles from the Lynn Canal city, have lately been visited by tourists and some excellent photographs taken.

It is only in recent years that excursionists have been given an opportunity to explore the many glaciers of Southeastern Alaska, and now a trip to the north is not complete unless the tourist wanders for a day over some great stretch of ice, beholding the beautiful color effects as the sun's rays dance about on these dazzling serpents of glacial-ice. One of the largest inland glaciers in North America is located not far from the shores of Lake Atlin, in British Columbia. It is familiarly called the Llewellyn glacier and extends for miles over the mountainous country in that vicinity. Often trips are made from Atlin to this glacier and excellent photographs have been shown by enthusiastic tourists. The surface of many of the northern glaciers is exceedingly rough, owing to the presence of crevasses and unequal melting. It takes an



DUTCH
HARBOR



KODIAK, ALASKA

LANDING
HORSES



experienced glacier climber to find his way over the ice-fields without accident. Joseph LeConte, George Davidson, John Muir and other explorers of note were among the first persons to write of Alaska's wonderful glacial-ice and the vast beds they discovered still retain their names.

GLACIER CLIMBING IN ALASKA

IT would be advisable for tourists to procure the services of an experienced guide before an attempt is made to climb one of Alaska's glaciers. In the towns along the southeastern coast are men of experience in that line who will pilot any number of pleasure seekers over the surface of one of these ice beds and take them to points where an unobstructed view of crevasses and floating ice-beds may be had without the least fear of an accident. Persons intending to climb about on a glacier should provide themselves with alpine sticks and creepers. The blunt instrument fastened to one of these sticks is used to cut steps in steep places as well as to support the weight of the climber and act as a balance pole. The steel creepers are fastened to the shoes and it is almost impossible for a person to lose his footing with this device properly secured.

Those who may desire to explore one or more of Alaska's wonderful glaciers had best disembark from the steamship at Skagway or Juneau and prepare for a trip. The necessary paraphernalia will be furnished the tourists at any of the many curio stores or photograph galleries. It is possible that the proprietor of one of these places will offer his services for a reasonable sum, and if the excursionists are fortunate enough to be accompanied by men of wide experience in glacier-climbing they will be guided to the beauty spots of these limitless bodies of ice. During the summer months the climate of Alaska is very similar to that of the cities along the coast of Oregon and Washington. It will not be neces-

sary for the tourists to burden themselves with heavy clothing for such a trip, and clad in light garments they can roam about on the glaciers, taking snapshots at the overhanging ice cliffs or stopping now and then to marvel at the scenic beauties surrounding them.

Colors of the fractured ice are as varied as the ever-changing forms they assume. As the vessels pass close to these fields of dazzling whiteness it will be noticed that many of the bergs are of the color of turquoise. Surfaces of glaciers that have been longest exposed to the atmosphere are always white and glittering, while the caverns reveal the intense blue of the crystal mass to be seen within. The light issuing from the interior of the deeper recesses is of the darkest ultra-marine, so deep that it appears almost black in contrast with the brilliant outer surface. The colors in the ice walls of glaciers terminating at tide water run from indigo to light blue, and the tourist never grows weary watching the colors change as the great pieces of ice tumble into the water from the serrated crest of the glaciers. These crumbling cliffs are a ruin that is constantly renewed among northern ice-fields.

GLACIERS OF INSIDE PASSAGE

AS the vessels pass through Wrangel Narrows and emerge into the placid waters of Frederick Sound the first floating ice is usually seen by the tourists. After the steamer swings to the left, Patterson, Baird and Elephant glaciers come into view. They occupy clefts high up the sides of the mountains and glacier-ice from these fields does not reach tide water. Another glacier is seen on the starboard side. This will be the tourist's first view of a "live" glacier. The Indians have given the ice-field the name of Hutli. LeConte glacier is at the head of LeConte bay, on the north side of Frederick Sound.



WHERE ICEBERGS FLOW

Sailing from the sound into Stephens Passage, the Sundum glacier is seen. In Taku Inlet is the famous Taku glacier. It is a typical tide water glacier. Near the Taku glacier is a sheet of ice known as Windham glacier. The next glacier visible is Mendenhall, or Auk glacier, 1,027 feet above sea level. Other ice-fields passed in that body of water are Rainbow and Bertha, but there are many large and small glaciers that have never been explored. Two in particular which have an elevation of over 6,000 feet. Just after passing Haines Mission, Ferebee and three other glaciers are seen, the last in this great panorama extending over hundreds of miles, from Wrangel Narrows to Skagway.

TOTEM POLES AND INDIAN MYTHOLOGY

MANY persons are unfamiliar with the Indian history of Alaska, and a great deal of mystery has been thrown around the numerous totem columns in the native villages along the southeastern coast of Uncle Sam's new district. These pictographic carvings are a source of interest to tourists visiting the north, and are not idols, as might be supposed, but in a general way may be said to be family registers.

The legends which the totem poles illustrate are the nursery tales and traditions of a primitive people. The totemic and commemorative carvings are usually symbolical of the subjects they represent, and there is always some arbitrary mark on a pole whereby members of various tribes can distinguish one symbol from another. Due to reticence and deliberate misconception on the part of the Indians themselves, many weird and untrue stories have been circulated about the Alaska totems.

All the northern Indian tribes show ingenuity in their

carvings, and great skill is exhibited on many of the totems standing about the streets of Wrangel, Ketchikan, Tongas, Killisnoo, Kasaan, Howkan and other northern ports where steamships call.

Totems, and they might be likened to our heraldry, are constantly changing. The clan totems tend to become phrateries, split up into sub-phrateries. The sub-phrateries decay and finally disappear. When an Indian becomes wealthy from his fishing and hunting expeditions his totem, or rather his crest or sub-totem, rises with him as he advances in importance in his tribe.

It is said that a single system extends throughout the different tribes of the Haida Indians, and the totems among them are the eagle, thrasher, crow, wolf, black and brown bears. Often sub-totems are formed from the naming of a child after some natural object. Totem poles erected in front of the dwellings of the Alaska natives are for the most part a history of the families owning them. The figure on the top of the pole is usually the principal symbol of the male occupant. Following down the pole the various grotesque carvings represent traditional folklore or events connected with the early history of the tribe.

Historians assert that little is generally known of the real meaning of these carvings found in nearly every village in Southeastern Alaska, and little attention has probably been given to the systematic study of the mythology of the race.

The religion of the Indian is spiritualism, and the figures on the totems represent a class of material objects which every native regards with superstitious respect.



STEAMER VICTORIA

SEATTLE TO SKAGWAY

THE Alaska flyers, the Jefferson and the Dolphin, are two of the most popular, best and fastest boats in the Alaska service. The Jefferson is a new ocean going steamer, built by the company at Tacoma expressly for the Southeastern Alaska service, the plans being based on years of observation and experience in Alaska waters. She has a large freight capacity under decks, and enjoys the distinction of being the only steamer running to Alaska that is equipped almost exclusively with large two-berth rooms, which are so much more satisfactory to passenger than three-berth rooms. The social hall and ladies' parlor and smoking rooms are large and luxuriously furnished. She is a new vessel, launched April 2, 1904, 226 feet long, beam 38 feet, depth 25 feet, speed about 15 knots.

The Dolphin is a steel hull, twin-screw steamer, built in 1892 by Harlan & Hollingsworth, the well known ship builders, at Wilmington, Delaware, and brought around the Horn to the Pacific Coast by the Alaska Steamship

Co., four years ago. She is 225 feet long, 40 feet wide and equipped with two sets of high grade triple expansion engine. She is considered the fastest steamer on the route. Her passenger accommodations are of the very highest order in point of furnishings, convenience of arrangements, etc., and with her unexcelled dining service and speed, account for her great popularity.

Then the table service on the vessels of the Alaska Steamship Co. are the best. The big liners are well provided with everything the market affords. The Jefferson and Dolphin are fitted with the equipment of a first-class hotel. The galley is at all times open for the inspection of the passengers, and you will always find the stewards and waiters ready to supply your every want. Three regular meals are served on the steamships each day. In the evening you will find a lunch waiting for you in the dining saloon, and upon retiring for the night will observe that the steward has preceded you to the room and, after seeing that there is proper ventilation in the apartment, also leaves a dish of assorted fruit in case you care to dine for the fifth time before retiring.



N. C. CO.'S MAIL DOG TEAM



LEAVING VALDES FOR FAIRBANKS



ALASKA FISHERMAN

INDIAN MYTHOLOGY

A VISIT to Metlakahtla will prove interesting to tourists who desire to learn something of the mythology of the Alaska Indian. William Duncan, known all over the north as Father Duncan, has devoted the best years of his life to the education of the natives, and his mission is one of the most progressive in the world. For more than forty-seven years he has lived with the Indians of Metlakahtla. The many stories he relates of the totem have been handed down by the natives from one generation to the other.

Ages ago, according to Father Duncan, the Indians adopted totems, or crests, to distinguish the four social clans into which the race is said to be divided. The names of these clans in the Tsimshian language are the kishpootwadda, lackshkeak, canadda and lackshkeak. The kishpootwadda's are more numerous in Alaska and are represented symbolically by the finback whale in the sea, the grizzly bear on land, the grouse in the air and the sun and stars in the heavens. The canadda symbols are the frog, raven, starfish and bullhead. The lackshkeak took the wolf, heron and the grizzly bear for their totems, while the lackshkeaks have the eagle, beaver and the halibut.

The creatures are regarded by the Indians as the vis-

ible representatives of the powerful and mythical beings of the native mythology. As all of any one of the groups are said to be of the same kindred, members of a clan whose heraldic symbols are identical are counted as blood relations. Strange as it may seem, this relationship holds good should the persons belonging to different or hostile tribes speak a different language or be located thousands of miles apart.

The Indians on being asked to explain how this notion of relationship originated, point back to a remote age when their ancestors lived in a most beautiful land. It was then that the mythical creatures, whose symbols they still retain, revealed themselves to the heads of the families of that day.

Many of the Alaska Indians still relate a traditional story of a flood which came over and submerged the land spreading death and destruction everywhere. Those who escaped in their canoes drifted about and scattered in every direction. When the flood subsided they settled on the land where their boats rested and formed new tribal associations.

Thus it was that persons related by blood became widely separated. They still clung, however, to the symbols which had distinguished them and their families. To the present day the Alaska Indians have sacredly followed the old customs. The crests continue to mark the offspring of the original founders of the family.



FLOWERS SURROUNDING MANY HOMES IN THE YUKON AND ALASKA

ERECTION OF TOTEMS

IT is the ambition of all leading members of each clan in the several tribes to represent their symbols of heraldry by carving or painting on all their belongings. Upon the death of the head of a family a totem pole is erected in front of the house of the successor on which is generally carved the symbolical creatures of the dead Indian's clan. The crests also define the bonds of consanguinity and persons having the same crest are forbidden to intermarry.

A frog may not marry a frog, or a whale a whale, but a frog may marry a wolf and a whale may be united in marriage to an eagle. Among some tribes in Alaska the marriage restrictions are still further narrowed and persons of different crests do not intermarry if the creatures of their clans have the same instincts.

That is, a canadda may not marry a lackshkeak because the raven of one crest and the eagle of the other seek to devour the same kind of food. The kishpoot-wadda may not marry a lacheboo since the grizzly bear and the wolf, representing those crests, are both carnivorous.

Strange Indians entering a village are never at a loss for food or shelter. It is only necessary for them to go to a house belonging to one of their crests and they are always sure of a hearty welcome. The kinship claimed and maintained in each tribe prevents many feuds, and restores peace when fighting has ensued. In cases where marauding parties have been out in search of slaves they have released all persons of their own crest captured. In contests between two tribes there usually remain non-combatants whose duty it is to watch for an opportunity to interpose in the interest of peace and order.



MUSHING THROUGH A BLIZZARD

SKAGWAY TO DAWSON

LEAVING Skagway 9:30 in the morning the train begins almost at once a steady climb over the wild and rugged mountains, along the precipitous sides, passing the hanging rocks at Clifton, rounding one point after another where huge cliffs were blasted away, and looking down, hundreds of feet below the track, can be seen the foaming, rushing, Skagway river, and the old trail over which so many men struggled in their mad rush to the Klondike before the railway was built. Still ascending, the train passes through the tunnel, thence over the steel cantilever bridge, 215 feet above the bottom of the canyon. The view beheld from this point is a scene never to be forgotten. In a few more minutes and the summit of White Pass (20 miles from Skagway) is reached where the international boundary line divides the possessions of the United States and Great Britain.

Leaving the summit the train runs along the Thompson river, past Middle Lake, and numerous other little lakes and streams. At noon Bennett, on the lake of the same name, is reached. A stop is made here for luncheon which will be found surprisingly good. Continuing the train runs along the shores of Lake Bennett for 27 miles and is one of the most beautiful train rides imaginable. The railway runs on the east side of Lake Bennett along the mountain sides, and looking across the lake will be seen precipitous mountains rising sheer out of the water. At Caribou, at the end of Lake Bennett, 68 miles from Skagway, the railroad crosses the most northerly swing bridge on the American continent. Here the passenger destined for Atlin leaves the train and boards the steamer lying at the wharf within a few feet of the station. Again passing numerous lakes and streams a glimpse is had of Miles canyon. A short stop is made here enabling passengers to get a better view of this picturesque scene. The canyon was named by Lt. Schwatka,



MIDNIGHT SUN

who passed through it in 1883, in honor of General Miles. It is five-eighths of a mile long and in that interval the water drops 30 ft. The current runs at the rate of 15 miles an hour. Leaving Miles canyon the train reaches White Horse, the terminus of the railway at 4:30 in the afternoon.

White Horse is a progressive town and like Skagway contains many modern conveniences. The hotel accommodations will be found very satisfactory. A detachment of the Northwest mounted police is located here.

The steamers for Dawson usually leave White Horse about 8 o'clock in the evening. The tourist will, therefore, have ample time in which to walk back a mile or so and view the White Horse rapids, made famous during the memorable rush to the Klondike, when so many men met disaster and sometimes death in the attempt to shoot the rapids.

The trip from White Horse to Dawson is one of about 40 hours and throughout the entire trip there is

always some interesting feature to hold the attention of the traveler.

"The scene is never uninteresting, however. The river is tortuous and rapid, its banks generally green with luxuriant vegetation and the meadows gay with an endless variety of flowers: one species known as the fire weed spreading a flame-like color over patches of hundreds of acres of sloping country. Again the river leaves the meadow lands and pours its flood against the solid masonry of earth on whose seared and broken face is written for the geologists the history of time. Narrow gorges are entered and at one place we are treated to the sensation of 'running the rapids' through which the widest channel between the rocky walls is scarcely more than twice the width of our well handled boat.

"There is so much of interest, and so much of daylight to improve, that sleep comes only after repeated invitations. * * * And just at this time not only is the sunlight almost constant, but during the sun's short



MODERN MINING



SKAGWAY AND THE
WHARVES

A DUMP NEAR
FAIRBANKS



absence, the moon shines with an effulgence which seems never to have been observed in lower latitudes and tempts the man with a camera to try its effect upon the sensitized films in the middle of the night with results that are wholly satisfactory."

In fact it is so light here at midnight during the summer that one can sit in one's stateroom and read fine print or write a letter without artificial light.

Arriving at Dawson City the traveler will no doubt be surprised, as nearly all are who visit it for the first time, at its appearance of permanence and solidity. Dawson can boast of but one brick structure. Yet, however, its frame buildings are very good and no expense has been spared in making them as good and convenient as possible for the various purposes for which they are intended. This city lying almost within the shadow of the Arctic Circle is connected with the outside world by telegraph. It has a modern telephone service, both local

and long distance, electric lights, water works, daily newspapers that publish telegraphic dispatches of the leading events throughout the world, and branches of the Canadian Bank of Commerce and the Bank of British North America. It has schools, churches, hospitals and good hotels. In short one can live here, especially in the summer time, and enjoy as many comforts and conveniences and ever luxuries as can be had in many cities much greater in size. One of the unlooked for things in Dawson is the profusion of flowers growing in the gardens surrounding the homes of many of the residents. And not alone flowers but vegetables as well, for here in this Northland with its nearly 24 hours of sunshine in the summer, flowers and vegetables and even some grains grow with a luxuriance that is really wonderful. Dawson is well supplied with mercantile establishments of all kinds where anything can be purchased in the way of wearing apparel, everything for the table, including fresh fruits, house furnishings and sup-



CLEARING TRACKS ON W. P. & Y. R. R.

plies for the miner from a tenpenny nail to a 60 h. p. boiler.

Dawson lies at the foot of a hill which might well be called a mountain as it is 1,800 ft. high. Several trails lead up to the "Dome" as the residents of Dawson call the mountain. One trail is steep, the other is quite easy but rather circuitous; the climb either way is well worth the effort. The distance from the hotel to the summit is about 3 miles.

"The magnificent view afforded from this elevation was worth the effort. Stretching away to the northwest could be traced the winding course of the Yukon on its way to its extreme northern point at Fort Yukon, where it crosses the Arctic Circle. On the north and east were visible, nearly 100 miles away, the snowy peaks of the great world's ridge, which sweeps northward from the plateau of Mexico, rises into the heights of the Rockies, and is perpetuated in the northern chain of mountains

across British America to the Arctic Ocean. On the southeast lies the valley of the Klondike and its tributaries, the great gold field, which has lured tens of thousands of eager and hopeful 'argonauts' and which, since its discovery eight years ago, has contributed over \$100,000,000 to the world's supply of the precious metal."

The most interesting feature of the tourist's visit to Dawson is no doubt, the trip to the rich placer mines along Bonanza, Eldorado and other well known creeks in the Klondike district. Various points along these creeks are now quickly and comfortably reached via the Klondike Mines Ry, which affords a daily train service between Dawson and Sulphur Springs, about 35 miles from Dawson.

Aside from the novelty of the trip over a railway so far north, this short rail journey will afford one an opportunity of observing the various methods employed in extracting the gold from the gravel.



WATER FALLS ON W. P. & Y. R. R.

FALLS, W.P. & Y.R.
EISENHARTZ

A visit of two days in Dawson and vicinity is usually sufficient for the majority of tourists, but they will be two days filled with experiences that will prove as delightful as they will be novel and interesting.

The trip from Dawson to White Horse is, of course, up stream, hence requires considerably more time as the swift current must be breasted. Many interesting points, however, will be observed on the return journey that were perhaps unnoticed on the trip to Dawson.

WINTER ROUTE TO DAWSON

DURING the season navigation is closed the White Pass & Yukon Route operates a first-class four-horse stage line between White Horse and Dawson, carrying passengers, mail, express and freight, running on a schedule of 5 to 5½ days. Relays are made every

20 to 25 miles, thus insuring fresh horses for the entire trip, and permitting schedule time to be maintained. The stages used are very comfortable and are provided with plenty of fur robes, foot warmers, etc. The passengers travel during the daytime only, stopping over night at one of the many well appointed road houses along the trail.

In consequence of the construction of the new government trail between White Horse and Dawson, traveling over the ice is avoided and there is no longer any interruption in the travel to and from Dawson.

The distance between White Horse and Dawson via this new trail is 330 miles. The location of the new overland route to Dawson is shown on the map.

Further particulars as to the stage service and information in regard to passenger and freight rates will be furnished on request.



CLIMBING THE MOUNTAINS ON W. P. & Y. R. R.



NATIVES OF LOWER ALASKA



STEEL ARCH ON THE W. P. & Y. R. R.

OPPORTUNITIES FOR MINING INVESTORS

THE White Pass & Yukon Route invites the attention of investors to the various mining camps along its lines.

The Atlin and Klondike districts contain large areas that can be profitably worked by dredges, steam shovels, and hydraulicing.

The copper and coal properties in the vicinity of White Horse, and the silver, copper and gold quartz properties along the Windy Arm near Caribou, offer special opportunities for investments.

The Windy Arm Mining District is contiguous to

Windy Arm, a southerly branch of Lake Tagish. It extends over both sides of the boundary line between British Columbia and the Yukon Territory. Conrad, Canyon, Boundary and Silverdale are local points along the shores of Windy Arm.

The other districts along the route to Atlin are Golden Gate and Taku. All of these points are reached by train from Skagway to Caribou, thence by lake steamer.

The Alsek District, including the Kluane Lake and Bullion Creek camps, are northwest of White Horse. The creeks are easily reached by steamer from White Horse to Mendenhall Landing during the summer, thence by wagon over the new government trail, and during the winter season over the new government trail all the way from White Horse.



THE HANGING ROCKS AT CLIFTON, W. P. & Y. R. R.

The Big Salmon District is reached by steamer from White Horse up the Hootalinqua River to Eureka Landing, from which point trails lead to the different creeks.

The Stewart River District is adjacent to the Klondike District. The chief distributing center is Mayo Landing, which is reached by steamer from Dawson.

The Klondike Gold District includes all the creeks tributary to the Klondike, Indian and McQuestion Rivers, and covers an area of about 800 square miles. All of the creeks are readily reached by the Klondike Mines Railway, and stages connecting with same all the year round.

The Klondike Mines Railway is now in operation be-

tween Dawson and Sulphur Springs, affording a daily passenger and freight service.

Dawson City is the capital city of the Yukon Territory and is the largest distributing point. Particulars as to the train and steamer service to Dawson are given in the preceding pages.

The Tanana Mines Railroad operates passenger and freight trains throughout the year between Chena, Fairbanks and Gilmore, the present terminus, a distance of about 26 miles. It is expected the railroad will be extended to the Dome at Cleary Creek during the summer of 1908, thus permitting all the creeks in the vicinity to be reached at all seasons of the year.



LEAVING THE SUMMIT ON THE W. P. & Y. R. R.

THE MIDNIGHT SUN

THE American small boy who asks to "just stay up till dark, ma!" would like Alaska. Day continues in the summer time anywhere from ten o'clock to midnight. It would seem that the days were made to order for sightseeing purposes. But should the small boy discover that to get up with the sun would mean to arise at two or three o'clock in the morning, as it does in this land of almost continuous daylight, he would probably be glad to stick to the bedtime of his forefathers.



LAKE BENNETT

HUNTING AND FISHING

THE country along the White Pass & Yukon Route abounds in large and small game, and the streams, rivers and lakes are full of fish. The principal varieties of large game are caribou, moose, bear, mountain sheep and goats.

Information as to the game laws and the various districts where the different kinds of game are found will be furnished on request.



WHITE HORSE RAPIDS

COOK INLET, GATEWAY TO THE INTERIOR OF ALASKA.

FACTS CONCERNING RECENT GOLD STRIKES IN THE
YENTNA REGION COMPILED BY SEWARD
CHAMBER OF COMMERCE.

THE Yentna Mining District embraces the new placer fields lying south of Mt. McKinley, several thousand square miles in area. Gold was first discovered there in paying quantities in the late fall of 1905. The creeks whose yield were of sufficient importance to be taken into account were confined mostly to the tributaries of the Yentna river. They produced \$50,000 in only a few weeks of actual work, principally by miners of limited experience, during the season of 1906. It is estimated by old and reliable prospectors who know the country that at least \$500,000 will be the output for the season of 1907.

Lake creek, the next tributary above the Kahiltna, produced dust estimated at \$10,000, mainly on bars.

The largest yield on a single creek was from Nugget gulch, a small "pup" of Cache creek, one of the largest tributaries of the Kahiltna, itself a producer to the extent of several thousand dollars, with five men working less than sixty days of actual mining. A yield of \$20,000 was obtained by them—almost \$70 to the man per day.

Other creeks which yielded with only a few weeks work were: Poor Man's, Dollar, Falls, Gold, Thunder, Peters, Willow and Spruce.

Prospecting in the upper Sushitna region has given good results in several localities, but the territory is so vast that much of it is wholly untouched. Pay is found on almost every creek, but as a rule prospectors are looking for thousands and they quickly pass over ground which would yield them \$10, \$15 or \$20 per day to the man.

With the extension of the Alaska Central Railroad from Seward the Sushitna Valley and its tributaries will at once become one of the great mining districts of Alaska. The railroad is now completed and in operation for fifty miles from Seward, the ocean terminus, and



FIVE FINGERS

construction is under active headway for 75 miles additional.

From there to Sushitna Station the trail is in first-class condition for winter travel. Road houses are located on an average of about 20 miles apart. There travelers get good accommodations at a reasonable cost. Central Alaska needs more experienced miners. The Yentna district alone can take care of 5,000 this season and more than that number each subsequent year.

Skagway, the ocean terminus of the White Pass & Yukon Route, lies in the Skagway Valley, walled in by the snow-capped mountains. There is much in Skagway and its vicinity to attract the tourist. Skagway boasts of many conveniences not usually found in towns of the same population in the States and Canada, such as a water works system, telephone and electric light service, also telegraphic connection with all the principal settlements throughout Alaska and the Yukon Territory, as well as with the States and Canada, and in fact all parts of the world. It has also a daily news-

paper, up-to-date stores and many neat homes with pretty gardens. The traveler remaining in Skagway over night will find the hotel accommodations not alone ample but better, both in respect to meals and service, than are usually found in a town its size.

Easy trails near by lead to Mount Dewey, Denver Glacier, and numerous beautiful lakes and waterfalls.

Until a few years ago these tourists could only visit the shores, to go beyond meant to climb steep mountains—over dangerous and rough trails; thence to float down the swift waters of canyons, rapids and tortuous rivers beset with imminent risk of life at every turn. Of course such a trip was not to be thought of by the tourist. The cry of gold! gold! was necessary to incite taking the risk. Gold was the magnet which attracted enterprising men to take the necessary risk resulting in building up towns and communities which were sufficient to call for the construction of a railway and the installation of modern steamboats offering every convenience for travel.



WHITE PASS WINTER ROUTE TO DAWSON AND MAIL SERVICE

Now a new region has been opened up to the tourist, rich in novelty, grand in scenery, and delightful in its summer climate. Mr. E. Burton Holmes, America's most famous traveler and lecturer, said in one of his lectures, after he had visited Alaska and the Klondyke:

"Alaska and the Klondyke as they are today are amongst the most amazing facts of our new century; yesterday a wilderness with heroes fighting epic battles with the elements; today a land with towns and cities; with happy homes and thriving business enterprises. * * * Where the pioneers dragged their bleeding feet up the icy stairways of the White Pass or the Chilcoot we rolled in all the luxury of railway cars, and within sight of the death dealing rapids through which their boats were steered with the fear of death for pilot, we glided smoothly over rails of steel coming from Skagway on the coast to White Horse City, on the Upper Yukon, as comfortably and expeditiously as we could travel from New York to Boston

"We have come by rail in seven hours 112 miles from the tidewater terminal of the White Pass & Yukon

Route to this new station at White Horse City, the head of steamer navigation on the Yukon. * * * From White Horse to Dawson we have for highway the great, rapid flowing river and for conveyance the comfortable Yukon steamers that ply all summer up and down the stream."

No tourist going to Dawson should fail to visit the beautiful lake country at Atlin. It is reached from Caribou by a delightful steamer ride of 80 miles through a chain of lakes skirted by pine clad hills and snow capped mountains. Low rates are made to those holding round trip excursion tickets to Dawson, and this trip can be made either on the way to or from Dawson, as may be most convenient.

If time will not permit your going to Dawson, by all means visit Atlin. You will not regret it. This trip of only 150 miles from Skagway, by rail and steamer, will afford you a splendid opportunity of visiting the interior of this Northland with its ideal summer weather, magnificent scenery and interesting gold mining scenes.



TRAIL HOTEL OF W. P. & Y. R. R.

THE MALAMUTE

THE story of the malamute is the story of the North.

He has figured in its development and is in all its deeds of heroism. The real malamute even today can hardly be called a domestic animal. He shows the ferine strain in all he does. Being indigenous to the North he has never taken kindly to the effete "outside." Like the Esquimo, he pines for the rigors of his cold home. A husky was taken from here a few years ago to California. No sooner had he arrived than he showed signs of lassitude. His master had his hair clipped, but this afforded him no relief from the enervating climate of the South. A kennel was built for him in the cellar, with the sides packed with ice, but this, too, only afforded a measure of relief, and he finally succumbed to the debilitating influence of the Southern weather.

There is some dispute as to what the malamute really is, but all sourdoughs agree that he is connected, more or less closely, with the wolf. He would be a paradox were this not so, for he is an ungenerate thief and a faithful friend. The cache, be it ever so closely barred, is never safe from this four-footed maruader, and the

taste of blood sets him wild. These bad qualities are offset by his fidelity and tireless energy.

While faithful he is not lovable, and cares little for the caressing touch of his master's hand. Nature has made him of sterner stuff. It is a strange sight to watch this wonderful canine gambol on the snow at 60 degrees below with the frisky indifference of a playful lamb in midsummer. Indeed, he seems impervious to cold and hunger. He has frequently been known to eat the leather of harnesses and—so sourdoughs says—tin cans. He is a worthy rival of the ostrich and Harlem goat.

Many are the stories the old pioneers tell of the malamute—some pathetic, some gay. It is related by one sourdough that being unable to open a tin of frozen cream, and after vainly applying his hatchet to the top, he threw it in disgust out of doors. A malamute sprang forward and in the twinkling of an eye chewed the cover neatly off.

The malamute days as a beast of burden are rapidly drawing to a close. He has served the Klondike miner long and faithfully, and it is hoped that his may be a long and happy life, a life of idle dreams on downy beds of snow at 60 below.



DAWSON CITY

THE "N. C. C."

THE NORTHERN COMMERCIAL COMPANY, popularly known throughout Alaska as "The N. C. Co.," is the successor of the Alaska Commercial Company, the Alaska Exploration Company, the Empire Transportation and Trading Company. The first of these, founded in 1868, was the pioneer American trading company in Alaska, and for twenty years lessee of the Pribyloff seal-rookeries; the others were organized about the time of the Klondyke gold discovery. During the winter of 1900-1901, these four companies were impelled, for the sake of economy in operation, and with the purpose of offering the public better service, to combine their plants and their stocks of general merchandise at all points.

The company operates exclusively in the valleys of the Yukon and its tributary streams, maintaining a chain of

stores and warehouses throughout that territory. These stations are located at:

St. Michael, Alaska, on Behring Sea.
Andreafsky, Alaska, on Yukon River.
Nulato, Alaska, on Yukon River.
Bettles, Alaska, on Koyukuk River.
Kokrines, Alaska, on Yukon River.
Tanana, Alaska, on Yukon River.
Fairbanks, Alaska, on Tanana River.
Delta, Alaska, on Tanana River.
Rampart, Alaska, on Yukon River.
Circle, Alaska, on Yukon River.
Eagle, Alaska, on Yukon River.
Forty Mile, Yukon Territory, Canada, on Yukon River.
Dawson, Yukon Territory, Canada, on Yukon River.



N. C. CO.'S STEAMER TANANA PLOWING THE YUKON RIVER

At all these points are carried complete stocks of groceries and provisions, hardware, mining implements and machinery, and all other wares necessary for the comfort and welfare of the miner.

The succeeding pages of this book contain brief individual references to the more prominent points of interest along the Yukon and its tributaries, also a short description of the various types of river steamers operated by the Northern Navigation Company.

River Transportation Facilities of the Northern Navigation Co.

(The "N. N. Co.")

The Northern Navigation Company's fleet consists of thirty-two river steamers, with a total tonnage of 17,000, and thirty-five barges, with a tonnage of 10,000, also numerous tow-boats and other harbor craft for service at St. Michael.

The river steamers are all stern-wheelers, but present many variations of that useful type of vessel, from the great Mississippi packets, which make regular trips up and down the Yukon between St. Michael and Dawson, to the small, extremely light-draft steamers which have recently been constructed for special service on shallow tributary streams, when the water falls low late in the season. A short description of these two types will not be out of place.

The Mississippi packets, Susie, Sarah and Hannah, were built in 1898. Their dimensions are: Length, 223 feet, breadth 42 feet, and depth 6 feet 2 inches; their tonnage is 1,211, and their speed about fifteen miles per hour, which enables them to stem the swift Yukon currents without difficulty. These boats represent the very highest development of their class. They are supplied with electric lights and cold-storage plants; the staterooms are large and well ventilated; the table offers an abund-



N. C. CO.'s PLANT IN FAIRBANKS, ALASKA



N. C. CO.'S RIVER BOAT



N. C. CO.'S RIVER PACKET



RUSSIAN CHURCH, ST. MICHAEL

ance of well-cooked food of excellent quality, and the service is efficient and courteous. The masters, pilots and engineers have been long in the Company's service and are chosen for reliability and experience.

Until 1903, wood was used for fuel exclusively. In that year the Company, in pursuance of its policy of adopting the most modern methods, introduced California crude oil as fuel, and, at heavy expense, large storage tanks were erected at various points along the Yukon, and the necessary apparatus installed on the steamers. Absence of dirt and cinders, elimination of tedious delays to "wood-up," and increased steaming capacity of the boats, all result from this improvement. Fifty thousand barrels is the annual importation of this fuel.

After the packets comes a long list of river boats of many types, for every branch of the service. There

are tow-boats and tenders, powerful freighters and many fine passenger boats, all well equipped and maintained in accordance with the Company's high standard of excellence.

Last in point of size, but of great importance to the public, are the newly constructed light-draft boats Tanana, Koyukuk and Delta, for use exclusively on the shallow streams tributary to the Yukon, which are now much in the public eye on account of rich placer finds in the vicinity. These streams fed by the melting of the winter snow, diminish greatly in volume toward the end of summer and their navigation by the heavy Yukon steamers is impossible. It is then that the usefulness of the little boats is demonstrated. Drawing but a few inches of water they make trip after trip with such regularity that residents of the remoter camps, high up on the Tanana and Koyukuk rivers, have come to regard them as indispensable.



CHIEF ROCK, KOYUKUK RIVER



THE N. C. CO.'S STORE, ALASKA, IN EARLY DAYS



ROAD HOUSE OF W. P.



OLD RUSSIAN FORT, ST. MICHAEL, ALASKA



TANANA RIVER AT FAIRBANKS. N. C. CO.'S STEAMER QUARTERS



SLUICING IN JUNE

THE MINER'S CABIN

IT'S a cheerful home for the weary miner after his hard day's work is over in the long winter nights. The miner keeps his cabin neat. Every article in cooking utensils has its place. There is generally one room and in that, during the winter, he washes his clothes, sleeps, eats and pans the dirt as a test. He is contented with his home-made bed, made from raw poles and native hay. Their bedding consists of blankets and fur robes. As you see in the picture, their furniture is all made of raw wood. Some miners are more artistic and make very neat furniture, which helps to liven the cabin.



MINERS CABIN

INTERIOR OF A MINER'S CABIN

NORTH AMERICAN TRANSPORTATION AND TRADING COMPANY

THE North America Trading & Transportation Co., known as the N. A. T. & T. Co., are one of the early settlers in Alaska and Yukon Territory. They have been there since the early days, during the discovery of gold. They have recently erected, in Dawson City, a new and handsome plant for stores and salesrooms. Their headquarters are in Seattle, and they operate stores along the Yukon and tributaries at such stations known as:

Dawson, Y. T.
Eagle, Alaska.
Circle, Alaska.
Weare, Alaska.
St. Michaels, Alaska.

Great stocks of provisions and dry goods fill these stores and warehouses of this company, also hardware, mining implements, boilers and mining machinery.

The river steamers that plow the mighty Yukon and are operated by the N. A. T. & T. Co. are as follows:

Steamers.	Tonnage.
Will H. Isom	983
John C. Barr	546
John Cudahy	819
C. H. Hamilton	819
John J. Healy	450
T. C. Power	819
P. B. Weare	400
J. P. Light	718
Klondike	406
Ella	419
Evelyn	420



N. A. T. CO.'S STEAMER WEARE PLOWING THE YUKON RIVER

These steamers run until the river freezes and then winter at stations along the Yukon line of trading posts. These boats are all well supplied with electric lights and cold storage plants. They have large and airy state-rooms and the table offers plenty of well cooked food of the very best quality. Safety is assured on every steamer plying the Yukon, as none but the best and most reliable pilots and captains are employed by the company.

Then the care of the passengers is one of the first things taken into consideration by the N. A. T. & T. Co. The company has always insisted on the greatest precaution and vigilance on the part of the crews and every man is trained in the handling of the life saving apparatus. The life boats and other equipment have been thoroughly tested and approved by government inspectors.

These steamers have wide promenade decks for sight seeing, spacious social halls and smoking rooms and state-room accommodations equal to any vessel plying in the trade. The company's steamers are always kept in the best possible condition. Cold storage plants permit the carrying of fresh meats and vegetables, and electric reading lights over each berth insure the passengers the same comfort aboard as they would find in the average hotel on land. From the point of comfort the ships are steam-heated throughout and up-to-date in every respect.

It is the policy of the company to provide everything the market affords, and the cuisine on vessels in the fleet of the North America Trading & Transportation Co. is always up to the standard of excellence. Experienced chefs are employed in the culinary department of the



N. A. T. CO.'S NEW PLANT IN DAWSON CITY

ships, and courteous stewards look after the welfare of the passengers at meal time. Three meals are served daily aboard the steamers, and before the hour of retiring in the evening a table is set in the dining salon, where those who desire may obtain a lunch. The daily menu is varied and plentiful, and the attention given the passengers on the ships of the North America Trading & Transportation Co. accounts for their popularity with the traveling public, and the success which has crowned the efforts of the organization in the Alaskan transportation business.

Barges owned and are operated by N. A. T. & T. Co.:

Names.	Tonnage.
New York	450
Michigan	450
Superior	691
Erie	899
Ontario	899

Huron	899
Idaho	900
Montana	900
Omaha	450
Arizona	900
Dakota	900
Independence	83
Dwight	375
Mitchell	80

The trip from Dawson to Nome is admitted to be one of the safest and most attractive of voyages. The steamers operated by the N. A. T. & T. Co. have made the sailing of Alaska and Yukon waters a special study for years, and the success, that has attended its lines down the Yukon is the best of recommendations to prospective travelers. The trip from Dawson to Nome is full of interesting sights, just long enough to make it enjoyable and for the voyager to get the full benefit of the healthful breeze of water and from the mountains, and not too long to be monotonous.



N. A. T. CO.'S STEAMER JOHN CUDAHY, LOWER RIVER STEAMER

EARLY SLUICING SPRING OF 1908 IN FAIRBANKS, ALASKA

I N early spring, with good weather, is making it possible to sluice earlier this year than usual. Already Sam Weirr, on lower Cleary Creek, has begun sluicing. There is considerable sluicing on several creeks. He is dumping dirt as it is taken from the drift. So many dumps are thawing, however, that piping and washing will become general in a few days.

On Goldstream, the Unon Mining Company, is pumping water from the creek and sluicing and several other outfits are getting boxes and pumps in place to begin. On Easter, Biglow, Hamil and another outfit are washing what is hoisted from the drift. It will be only a few

days until the dumps will be shoveled in. Doty, on Smallwood, has been sluicing for several days and will make a clean-up in a few days.

Business men who have returned from the creeks say that on every claim there are signs of activity; boxes are being put up, ditches cleaned, pumps put in place, flumes patched, and the great dumps everywhere are sinking from thawing.

A little of the gold has found its way to town. Small in amount, it has had the effect of making the merchants happy, for it is the beginning of the harvest that will not end until next November. Soon old debts will be paid, mortgages released, and everyone will have a share of the general prosperity that is sure to be the lot of the Tanana this season.



N. A. T. CO.'S OLD STORES AND WAREHOUSES, DAWSON CITY

INDIAN BASKETS

NO home is complete now-a-days without a neat and artistically arranged Indian basket corner.

The fad of collecting these beautifully woven gems—the handiwork of the North American aborigines—is one which is fast finding favor with those who journey northward.

What a pleasure to wander about in the quaint Indian villages which still have the primitive charm; stop now and then to gaze upon the venerable totem poles or poke your way into the countless huts and igloos in search of the rare and curious relics.

Indian tribes in the North usually select the shores of the mainland for their places of abode. Many have settled on the islands which dot the coast of British Columbia and Southeastern Alaska. Nature especially favored that section of the Pacific, and the quiet waters for

more than a thousand miles are peppered over with islets and archipelagoes in bewildering profusion.

There the waves spread over the long and rocky island beaches, leaving the whip-shaped kelp, mosses and other forms of sea life to dry and wither away, while the swells continue in their mad rush to the farther shore, where they dash and break against the rugged promontories, throwing the silvery spray high into the air.

For a background nature set in place high and stately mountains, whose peaks are snow-capped and cloud-hung the year around. Down their sides rush hundreds of narrow and swollen streams booming and roaring on their way to the ocean. Mighty glaciers fill the valleys and at intervals go tumbling into the sea, where the sun casts its rays over the jagged bergs, forming kaleidoscopic color effects of rare beauty. Out in the ocean the wooded islands—some but amere speck of volcanic origin, while others are miles in length—stand like sentinels



N. A. T. CO.'S STEAMER WILL H. ISOM, LOWER RIVER STEAMER

guarding the entrance to this veritable fairyland. Along the shores of these lonely islands, and along the coast Alaska's natives will be found ready and eager to display their baskets, add carved totems and fine bead work. To say the least, Alaska basketry is one of the most interesting phases of Indian life, and the skillful men and women deserve unstinted credit for weaving the exquisite and highly-colored fabrics which ultimately find their way into thousands of well-ordered homes.

MODERN INDIAN BASKETRY

SPECIFIC terms for the rich and gaily decorated Indian baskets have been in use but a few years. The names Attu and Yakutat are now exalted above all others. Attu is the name of the westernmost island of the Aleutian chain, lying in about 172 degrees of east longitude and 53 degrees of north latitude, and its location precludes the growth of wood-bearing plants. The

natives of Attu island had no roots or bark to use in their baskets, like the tribes at the southern extremity of Alaska, but they did have the fine and tough grasses. With these the women weavers learned to fashion fabrics excelling all others in the delicacy of their tissues. Before the Aleuts came in contact with the whites their baskets were finished without the use of colors. When they met with the early traders they obtained bright worsteds and yarns. These they deftly used in ornamenting the baskets.

Since basketry became so popular in America these soft and pliable baskets of the Aleuts have almost doubled in value. The most famous of all offered for sale came from Attu, and now that name is the common one used when reference is made to that distinct type of weave and material. The Indian population of Attu island was never large, and it is now claimed by experienced collectors that less than forty weavers are left and the women confine their efforts to the manufacture of tiny cigarette



N. A. T. CO.'S OLDEST STORE IN THE YUKON.

cases. The Attu baskets bring a big price and range in value from \$25 to \$150.

Probably the largest basket ever woven was one made a number of years ago and sent to Helen Gould. This young woman heard that the natives of Attu island were in a starving condition and contributed largely to their needs. The natives desired to show their appreciation, and one old woman in the village began the task of constructing a mighty basket. Though nearly blind, this aged weaver finished it after months of hard work. This basket is now said to be the masterpiece of the Aleutian race, and it is not likely it will ever be duplicated.

OLD AND MODERN YAKUTATS

COMING together along the Southeastern coast of Alaska are three Indian races. They are, namely, the Thlingit, Tsimshian and Haidas. While these races speak different languages they all use a Thlingit jargon for their commerce and trade. In early days the

Thlingits were driven from the Queen Charlotte group of islands by the Haidas, and the Thlingits now extend from those island northward along the coast to Prince Williams Sound and penetrate inland on the Stickine and Taku rivers. The ancient and modern Yakutat baskets have been given to the world by this race of people and specimens of the basketry of olden times the eagerly sought for by the tourists. It now takes a vigorous search of the Indian quarters in the fishing villages to produce any of the old baskets. Many have been cast away worn out, but the collectors readily seize upon them, paying the natives exorbitant prices for these treasures of a fast dying race.

The early baskets of the Yakutat weavers show considerable ornamentation around the rims, and were woven in a solid and substantial manner. The main texture is spruce roots interwoven with blades of grass and colored with vegetable dyes prepared by a secret process discovered years ago. This tribe is probably more suc-



RAMPART, ALASKA

cessful than any other in using to good effect various geometric angles and figures. The use of such designs has been so constant that the collectors at once recognize a Yakutat basket. It is said that the use of native dyes among the weavers of the Thlingtat tribe is almost a lost art. They will not return to the old and laborous methods of securing colors when the prepared but inferior dyes can be purchased from northern drug stores.

Many of the ancient Yakutat baskets have seen service as cooking utensils, and at the present time there is not probably one to be found in or around the town of Yakutat. Among the Indians in several of the remote villages the collector is most likely to find the handiwork of the early Yakutat weavers. Professor Edmond S. Meany, of the University of Washington, in an article on Alaska Indian basketry, says: "It is not easy to describe the richness and soft beauty of those old baskets, mellowed with time. No one should blame a collector for fondling with ecstasy one of these rare old treasures."

PREPARING THE SPRUCE ROOTS

IT will, of course, be interesting to learn how the spruce roots are prepared by the weavers. The Yakutat Indians obtain these roots from the younger trees, and the task of gathering them falls to the women. Each root is taken from the ground separately, and many are from five to fifteen feet in length. Root gathering for the manufacture of the pretty and costly baskets is looked upon as an outing for the squaws, and the old women often form a party and live for days in the woods collecting a supply that will last them for months. After the spruce roots reach the native camp they are first scraped and then parboiled, after which they are placed in pans of water and left for two or three weeks at a time. When in the judgment of the experienced weaver the roots are finally ready for use they are soaked in a pan of lukewarm water. The next move on the part of the weaver is to loosen from the root a fibre of



JOHN J. HEALY, LOWER RIVER STEAMER

desired size. A peculiar little knife blade fitted into a bone handle is used by the weavers. After the slender fibre has been separated from the root one end is fastened to a stick set firmly in the ground. With a copper instrument or mussel-shell it is scrooped until it has a fine, glossy and smooth appearance.

This is a long and tedious task, but the weaver cannot commence her work until hundreds of the slender strands have been secured. In each instance the bottom of the basket is first woven. It is held in shape by crossed sticks temporarily sewed to the circle of fabric while the sides or walls are slowly built up. Collectors say that one of the many reasons for the superiority of Yakutat baskets is the fact that weavers use every possible care while engaged in the work of weaving. Every piece of basketry is wrapped in silk or other clean cloth, and this invariably follows to completion. Those who have visited the Yakutat villages tell how the women wrap the basket in cloth to prevent dirt from working its way in be-

tween the strands and spoiling the effect of the color work. After the basket is finished it remains covered until sold to the tourist or dealer. Many persons who have made the trip to Alaska will recall how the Indians came out to the steamer in their canoes to display their wares, and it was a noticeable fact that each basket was neatly wrapped.

COLLECTING THE BASKETS

ATTU and Yakutat baskets may be purchased in any of the northern curio shops. There you will find that the dealers are well up on the subject of Indian basketry, and they will be of great assistance to the tourist who is desirous of forming a valuable collection of these rare gems. The baskets are woven in many different shapes. Some are covered, but the majority of those manufactured in Southeastern Alaska are open. The Indian women also make coverings for bottles. High prices do not prevail for the Yakutat basket, and they are



ST. MICHAEL, ALASKA

quoted from \$2 to \$50. Any of the old weavers know full well the value of their work. If the basket they offer for sale is an inferior one they will always show it in a shame-faced attitude.

During the hot summer days the Indian women and their families display their baskets on the street corners in Skagway, Juneau, Wrangel, Ketchikan, Sitka, Haines and Douglas City. The various curio stores in each of these places carry a full line of baskets, and many northern dealers purchase the product of the recognized weavers. Tourists going North should not fail to visit several of the Indian villages on the line of steamship travel. Leaving the vessel they can roam about from hut to hut conversing with the natives, purchasing the baskets and observing the trophies of the hunt. The handicraft of the native men and women is in evidence everywhere. Besides the Attu and Yakutat baskets, those woven by the Fraser river Indians are offered for sale.

Occasionally displays of the Point Barrow basket will be found among the collections of the Alaska dealers

Like the natives of Attu Island, the Point Barrow Indians use grass in the manufacture of their baskets. They are decorated by the use of reindeer hide and ivory from the tusks of the walrus. The product of the Fraser river Indians is manufactured from the roots of the cedar tree, and each basket is ornamented with stripes of wild cherry and crab apple bark in rich browns, reds and yellows. To give variety to the collection the tourist should not fail to procure several baskets woven by the Chilkat Indians. They reside on the Chilkat river, near Haines Mission, but center about Pyramid Harbor. Their baskets are woven from spruce roots, but little or no coloring is used. The Wrangel Indians make a basket from strips of cedar bark and weave a few highly-decorated mats. The Haidas also do some weaving and manufacture hats used in their war dances. The tourist upon returning to Seattle from a trip to Southeastern Alaska will be able to complete his collection by adding baskets manufactured by the Indians of Oregon and Washington. Pretty mats can be purchased for a small sum, which contribute to the beauty of any basket corner.



FORT YUKON, ALASKA

ICE BREAKING ON THE YUKON

HAVE you ever seen the breaking of the ice of the Mighty Yukon of the Far North, beholding the multitude of ice cakes, and watched the great masses of ice, climbing one on top of the other, forming a wall like cliff, at the moment it breaks it takes everything in contact with down the river. Breaking up wharfs, small boats, and even the large river steamers, that are in their places of shelter during the long winter are in great dan-

ger. Tourists planning an outing should consider this question if they should visit a land which offers some of the most colossal and sublime scenery of the world. It is a country where the field for ice is unlimited and as these gigantic ice cakes ash and blaze in the sunlight one may well fancy that this beautiful and varied phenomena is but the fantasy of a dream. This wonderful sight appeals at once to the restless mind of the Klondiker, who for so many months during the long winter has seen nothing but the river and mountains clothed in ice and snow.



BREAK UP ON THE YUKON RIVER, IN FRONT OF DAWSON



CENTER OF NOME



ON THE BEACH



OCEAN FRONT AT NOME



NOME IN EARLY DAYS

GLACIER CLIMBING IN ALASKA

IT would be advisable for tourists to procure the services of an experienced guide before an attempt is made to climb one of Alaska's glaciers. In towns along the Southeastern coast are men of experience in that line who will pilot any number of pleasure seekers over the surface of one of these ice beds and take them to points where an unobstructed view of crevasses and floating ice beds may be had without fear of an accident. Persons intending to climb about on a glacier should provide themselves with alpine sticks and creepers. The blunt instrument fastened to one of these sticks is used to cut steps about in steep places as well as to support the weight of the climber and act as a balance pole. The steel creepers are fastened to the shoes and it is almost impossible for a person to lose his footing with this device properly secured.

Those who may desire to explore one or more of Alaska's wonderful glaciers had best disembark from the steamship at Skagway or Juneau and prepare for a trip. The necessary paraphernalia will be furnished the tourists at any of the curio stores or photograph galleries. It is possible that the proprietor of one of these places will offer his services for a reasonable sum and if the excursionists are fortunate enough to be accompanied by men of wide experience in glacier-climbing they will be guided to the beauty spots of these limitless bodies of ice. During the summer months the climate of Alaska is very similar to that of the cities along the coast of Oregon and Washington. It will not be necessary for the tourists to burden themselves with heavy clothing for such a trip, and clad in light garments they can roam about on the glaciers taking snap shots at the over-hanging ice cliffs or stopping now and then to marvel at the scenic beauties surrounding them.



W. P. SUMMER ROUTE TO DAWSON

TABLE OF DISTANCES

On Yukon River, From St. Michael.

	Miles
Kotlik	67
Andreaofsky	181
Russian Mission	293
Holy Cross	358
Anvik	405
Greyling	427
Kaltag	579
Nulato	610
Koyukuk	630
Grimkop	649
Louden	682
Melosi	715
Kokrines	762
Mouth of Novikaket	773
Birches	820
Tanana	901
Rampart	981
Fort Hamlin	1072
Dahl River	1082
Fort Yukon	1224
Circle	1309
Woodchopper Creek	1359
Star	1479
Eagle	1499
Cliff Creek	1537
Forty Mile, Y. T.	1548
Dawson, Y. T.	1601

On Koyukuk River, from Confluence with Yukon.

	Miles
Dagetkaket	132
Dublikaket	155
Seattle Point	220
Hog River	295
Rock Island Point	370
Red Mountain	404
Bergman	440
Allenkaket	450
Peavey	488
Bettles	520
Coldfoot	580

On Tanana River from Confluence with Yukon.

	Miles
Cosna	45
Baker Creek	85
Kantishna River (mouth)	106
Tolovana	122
Neenana	189
Chena	263
Fairbanks	275

On Ocean.

	Miles
San Francisco to Unalaska	2086
San Francisco to Nome	2731
San Francisco to St. Michael	2846
Seattle to Unalaska	1727
Seattle to Nome	2372
Seattle to St. Michael	2487



RICH DUMP AT FAIRBANKS CREEK

On Bering Sea Coast.

	Miles
Nome to St. Michael	115
Nome to Golovin	81
Nome to Topkuk	47
Nome to Solomon	30
Nome to Teller	90
Teller to Tin City	35
Tin City to Deering	184
Deering to Keewalik	22
Nome to Keewalik direct	293

Winter Trail from Valdez to Fairbanks.

	Miles
Valdez	0
Comfort	10
Wortmanns	18

Ptarmigan Drop	26
Beaver Dam	34
Teikhell	48
Ernestine	60
Tonsina	77
Willow Creek	90
Copper Center	102
Gulkana	128
Timber-line	191
Yosts	209
Caseys Cache	219
Rapids, Big Delta	234
Donnellys	246
Little Delta	311
Salchaket	331
Pile-driver	345
Twenty Mile House	356
Fairbanks	373



DUMP IN TANANA DISTRICT

JUN 1 1908

Commercial Bindery & Printing Co.

G. W. ANDERSON, PROPRIETOR
TACOMA, WASHINGTON

2077

